

INTIMATION.



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are commended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY

BIRTH.

On the 29th July, at 3, Victoria View, Kowloon, the wife of H. BARRON, of a son. (1911)

MARRIAGE.

On the 9th July, at St. Andrew's Cathedral, Singapore, by the Rev. W. H. C. Dunkley, M.A., Philip, son of the late Wm. Brier, of Kumb, to Lizzie, daughter of the late J. A. Nilsen, of Rokewood Junction, Victoria.

DEATH.

On the 22nd July, at No. 8 of 3, Kitano-cho, Nichome, Japan, HERMANN MARCUS, aged 35 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD, C1
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 31st July, 1901

While it is not always possible to find oneself in accord with all the methods of the Navy League, and while it is open to one to consider that its pronouncements are occasionally unconvincing, from a suspicion of exaggeration, it can be denied by no one that a great deal of useful work is constantly being performed by the League in calling general attention to serious defects in our naval equipment. We gladly therefore publish the letter in another column, which has been forwarded to us by the Hon. Secretary of the local branch of the League. The points which Messrs. H. SEYMOUR TROWER and W. CARUS CATCHLEY make at the commencement of that letter are too strong to be passed over. We have from time to time ourselves published articles by recognised authorities, written for various home papers, bearing on the same or similar questions, and it will not be necessary here therefore to restate the arguments to which the Navy League can appeal to support its contentions. One comment, however, must be made. The writers of the letter which we quote allude to the present weakness of the Mediterranean Squadron. Now, as is well known, this Squadron has partly been weakened in order to strengthen the British fleet on the China Station. Russia threatens still further to augment her fleet in these waters, in which case the Navy League and its supporters naturally will look for a corresponding increase in the British naval strength in the Far East. But the League tells us that now is the time to send reinforcements to the Mediterranean. The problem of how to strengthen both these squadrons, while at the same time maintaining the strength of the Channel and other fleets, is not capable of immediate solution. Moreover, it is plain that the strain thrown upon our resources by fitting ourselves at once to meet even a two-power combination

on every station is enormous. While we are in full sympathy with the most of the main lines of policy advocated by the League, we do not see what practical suggestion has been made for the immediate future, nor whether the League proposes any reasonable limit to our naval expansion to meet other nations' increases. As to the latter point, it must be plain to advocates of the three-power standard that a combined building effort of the three wealthiest nations would land us in great straits. We would suggest to such pleaders that the attitude of *Athenaeus contra mundum*, in other words the policy of "glorious isolation" will lead them further than they mean to go.

The German mail of the 27th June was delivered in London on the 29th inst.

No fresh plague cases or deaths were reported during the 24 hours ending at noon yesterday.

We are compelled through want of space to hold over the Report and Accounts of the Tobrau Planting Co., Ltd.

The police authorities at Shanghai have directed that foreign constables are relieved from street duty during the middle of the day, owing to the extreme heat.

We call our readers' attention to the alteration in the time of departure for Europe of the next French mail. The *Eridan* will leave on Saturday, the 10th prox, instead of as usual on a Monday.

Mr. Peacock, who was well-known to residents in Macao and to many in Hongkong, left Singapore for Penang at short notice on the 22nd inst. to join the Chinese Protectorate there. Mr. Peacock's place in the S.C.C. football team, says the Singapore papers, will be hard to fill, for he was one of the best men the Club had.

The local agents of the Nippon Yusen Kaisha inform us, with reference to the recent stranding of the *Kinshui Maru*, that they are advised by telegram from their Head Office that the steamer will dock for repairs at Shanghai and will not proceed on to Hongkong. The cargo for Hongkong and Manila will be shipped from Shanghai to this port by an outside steamer.

We have received the subscription list of St. Anthony's Chapel, West Point, of which the Rev. B. Taverna, R.C.M., is chaplain, and the Chapel of the Sacred Heart of Jesus, West Point, which is under charge of the Italian Sisters. We note that the subscriptions amount to \$844, for which Mrs. Lucia O. Musso returns grateful thanks on behalf of the chaplain and sisters. We are unable through want of space to give the full list. The expenses amount to \$1,010, so that \$166 are required to meet these. Further small donations are solicited.

A correspondent draws attention to a grievance of the Hongkong Boat Club. Owing to the Club raft, used for swimming purposes, having been destroyed in the last typhoon, the Club had a new raft made and moored it in front of and just off the sea-wall at Kowloon near their boat house. There it apparently interfered with no one. After a while the Police stopped in and threatened to prosecute the Club if the "obstruction" was not removed. The raft was taken in and destroyed and the Club have now to do without one. This is encouraging sport with a vengeance, and seems to the observer to be a case of petty Police despotism.

We have received from Mr. Mee Cheung's studio copies of two excellent photographs taken by him at Government House on Thursday, the 25th inst. One represents H.H. Prince Chun and H.E. Sir Henry A. Blake, seated side by side; and the other the whole party at Government House on the morning of the Prince's reception, the Prince being seated in the centre between Sir Henry and Lady Blake, while the remainder, including the Imperial suite, is grouped around. The Hon. T. H. Stewart, Lookhart stands immediately behind Prince Chun. Both photographs are really excellently taken by Mr. Mee Cheung and will prove admirable mementoes of a most interesting occasion.

It is officially reported from Hain, says the N.C. Daily News, that the Empress Dowager has appointed in a special decree Lien Fang (Manchu) and Hui Shou-ping as Vice-Presidents of the Wai-wu-pu or Ministry of Foreign Affairs, which is to take the place of the obsolete Tungli Yamen. With reference to the Manchu Vice-President Lien Fang, he was last year a "Chang Ching" or First-class Secretary of the Tungli Yamen, whilst the Chinese Vice-President, Hui Shou-ping, was at the same period Chinese Minister to Corea. When Li Hung-chang went up to Peking last autumn to conduct peace negotiations both Lien Fang and Hui Shou-ping were attached to Li's staff as secretaries. It is not yet known who are to be the Presidents of the new Foreign Office.

Some Peking relics and curios were sold at Mr. J. C. Stevens's sale in London on the 25th ult. Among the more important from Peking was a Chinese Imperial seal, in silver, weighing about 14lb., said to be about 257 years old—70 guineas. It was reported to be the seal of the Chinese Board of Rites. We should have thought that such a "relic" ought most decidedly to be returned to the Chinese Government. In this connection we may note some remarks in a home paper, wherein "F. G. A." says:—I hope that I am not hyper-sensitive in experiencing a shock on reading, in the *Times* newspaper, a caution against disposing of Chinese war loot without first having it valued by an expert. Is this, then, the manner of our civilising and reforming the disciples of Confucius?

The French cruiser *Amiral Charner* left for Taka yesterday.

The London *Gazette* notices that the King has been pleased to approve of Mr. Saburo Hisamatsu as Consul of Japan for Singapore, Penang, and Malacca.

The Government of Japan is reported to have under consideration the adoption of regulations for the control of house-builders, with a view to improving the architecture and construction of Japanese houses in the large cities.

The Chinese papers state that the Rev. Timothy Richard has received favourable accounts from missionaries at Tuiyuan of the peaceful condition of the province of Shansi and the kind treatment received at the hands of Governor T'ien Ch'ün-hsié.

While Dutch Government boring operations for water were recently proceeding near the house of the Controller to Siak, Samatra, an important discovery was made. At a depth of about 160 metres a curious liquid looking like oil rushed forth. A match was applied, and the liquid burst into a bright flame. It is believed to be petroleum.

On the 19th inst. two men were knocked down on the Yokohama Recreation Ground by a bluejacket of H.M.S. *Terrible* riding on a bicycle, and were hurt. The same afternoon a Chinese boy was also knocked down near the Chinese Consulate by a sailor cyclist from the *Terrible* and broke his leg. The man was arrested by the police but the matter was settled, the bluejacket paying two yen as compensation.

Bishop Potter, the Anglican Bishop of New York who recently visited the Far East, devoted a portion of a recent address before the University of Rochester to a criticism of missionaries, and brought out a point to which reference has frequently been made in the Far Eastern Press. "I admire," he said, "the noble lives of missionaries in foreign lands, but I am at a loss to account for the disregard of customs of these foreign countries by our missionaries. In some countries a woman who travels unaccompanied is considered an unprincipled person, and yet our women missionaries disregard this custom, making themselves the scoff and jest of foreigners. When we go to foreign countries isn't it well to learn and conform to the usages of the country where we are?"

How many residents have heard of Yui Jun-tsun, writes Q.E.D. in the *Kobe Herald*: how many, having heard of it, have tasted it, and have had their digestive-organs set in order, their stock of little red blood-corpuscles increased? Perhaps the subjoined copy of the label used by its manufacturers, which I have just received from a fellow-resident, whose well-known frame and sturdy limbs afford the finest testimony to the value of Yui Jun-tsun that one could desire to have, will aid in the process of enlightenment. As it deserves to be widely known, if only for its literary characteristics, I append a copy. "Notice. This Yui Jun-tsun is most nutritious cake for help digest of stomach and increase blood. Therefore who illness or weakness man also, even healthy man if used always this cake it will be very good. Especially it is able to take of milk for baby and it is sweetest for tea cake." Now, isn't this adulterated to help digest of stomach?

The following telegram in the Shanghai *New Press* is a fine example of how news is manufactured. It is quite worthy to rank with Shanghai's own "bunders." The despatch runs:—Hongkong, July 24.—Canton is in a state of terrorism on account of robber bands committing depredations every night without the authorities being able to do anything. They go in bands of forty or so, looting the rich shops and merchants' establishments in the native city just opposite the foreign settlement on the island of Shamoon, and great fights are of frequent occurrence. The general alarm is therefore increasing to a very serious extent. The foreign Consuls have been warned to prepare for emergencies, as this is looked on as the precursor of a general rising which may assume dangerous dimensions. A French warship is now anchored off the Bogue Forts, in the Canton River, some miles below the city. As this is an extremely unusual thing, it has revived the fears of French designs of territorial aggression in case any pretext should arise for active interference, as now seems very probable. There is a general feeling in Hongkong that British interests, which are undoubtedly the most important in and about this region, are not at present adequately safeguarded and are in danger.

According to the *New American*, sensational disclosures may soon be expected which will open the eyes of the Filipino people to real treachery and rascality on the part of their political leaders who pretended at one time to fight only for the independence of their country. Documents are said to have been found, which go to show that Aguinaldo's and his general's dream was the setting up of an empire or kingdom, as soon as the republic should once be firmly established. Emilio Aguinaldo was to have been the emperor or king under the title of Emilio I. and the ex-secretary of state of the republic was to have been the first Duke of the empire. This same Emilio Duko, Pedro Paterno, is said to have been the instigator and moving spirit in this ambitious scheme; only General Luna, the bravest and most honest of Filipino patriots, held aloof and rejected all offers, saying he fought for the liberty of the people, not for politicians. This is presumed to have been a moving factor in his assassination, ordered by Aguinaldo. Aguinaldo is said to have been embarrassed when questioned on the subject, and while he did not acknowledge the truth of the story, neither did he deny it, but seemed surprised that the secret was out. This is the *New American's* version of the affair.

TELEGRAMS.

"DAILY PRESS" SERVICE.

(FROM OUR CORRESPONDENTS.)

THE CRISIS IN CHINA.

SHANGHAI, 30th July, 8.15 p.m.

INTER-CHRISTIAN CONFLICT.

A pitched battle took place about the 20th July at Hanchuan, in Hupeh, between the Roman Catholic and Protestant converts. The Wuchang officials are now examining into the affair.

EMPEROR AND EMPRESS BOTH ILL.

Intense heat now prevails at Hsianfu and there is much sickness, the patients including the Emperor and the Empress Dowager.

London, 29th July, 7.25 p.m.

HOW THE POWERS HAVE DELAYED REFORM.

The *Times*, in the course of a leading article on the situation in China, says that the Powers have deferred reform by loading China with an enormous debt.

GENERAL NEWS.

London, 29th July, 7.25 p.m.

THE GRANT TO LORD ROBERTS.

The King's message to Parliament asks for a grant of £100,000 to Lord Roberts.

REUTER'S SERVICE.

LONDON, 27th July.

THE NEW GERMAN TARIFF.

The new German tariff, which has been published subject to parliamentary amendment, increases the duties on all cereals, agricultural produce, and cattle. The duty on tea is fixed at one hundred marks per hundred kilograms, coffee at forty marks, spices at fifty marks, and sugar of all kinds at forty marks.

STATEMENT ON AFFAIRS IN CHINA.

Viscount Cranborne in the House of Commons stated that the occupation of Shanghai by foreign troops is understood to be temporary only. Great Britain, he said, was not in a position to dictate to the foreign powers in regard to China.

THE NORTHERN RAILWAY.

Concerning the Northern Railway, he had no reason to believe that Russia, at the proper time, would not give up the section outside the Great Wall.

LONDON, 28th July.

M. DOUMER SAILS FOR INDO-CHINA.

Governor General Doumer has started for Indo-China to resume the Governorship.

THE VLAKFONTEIN ALLEGATIONS.

The War Office publishes the statements of Lieutenant Harn, three men of the Derbyshire Regiment, and three men of the Yeomanry, describing the shooting of British wounded by the Boers after the battle of Vlakfontein.

TEBRAU PLANTING COMPANY, LIMITED.

A meeting of shareholders of the above Company was held yesterday at noon at the Company's offices, Nos. 38 and 40, Queen's Road Central. There were present:—Mr. H. Humphreys (chairman), and Messrs. J. A. Jupp, W. D. Sutton, Lam Chun Pak, J. M. Wong, and W. C. Taylor (secretary).

After reading the notice convening the meeting, the CHAIRMAN addressed the shareholders as follows:—Gentlemen, The report and statement of accounts having been in your hands for some days, I propose, with your consent, to follow the usual course and take them as read. I have very little to add to the report of the estate manager, which you have no doubt read and which, I regret to say, of a reassuring or hopeful nature. A long letter has just come to hand from Mr. Larsen which requires your consideration, but as any discussion bearing on it hardly comes within the scope of this meeting, I propose to hold an informal private meeting as soon as you have passed the accounts. You will notice that we have again not drawn any fees for general management. If there are any questions, I shall be glad to answer them.

There being no questions, the CHAIRMAN proposed that the report and accounts as presented be adopted.
Mr. LAM CHUN PAK seconded the proposition, and it was carried *unanimously*.
The CHAIRMAN:—That is all the business before the meeting.

Certain enlightened Philadelphia clergymen protested against an invitation sent to Wu Ting-fang, the Chinese Minister, to deliver an oration in Philadelphia on the 4th July (Independence Day). They asserted that as the representative of a nation whose religion is opposed to Christianity, and whose Government is the reverse of the Government of the United States, it was absurd to ask him to voice the sentiments of the American nation on such an occasion. The protest was unavailing.

THE DISCONTENT IN THE POLICE FORCE.

In our issue of Saturday last, we published a second brief article on the discontent in the police force, in which we quoted three reasons for the discontent prevailing in the force. To-day we are in a position to give some additional reasons, as to the justice of which we leave our readers and the authorities to judge for themselves.

One of these additional reasons is that, as the men claim, Section X of the Articles of their Agreement is not kept by the powers that be. The section reads as follows:—"He will also be required to attend drill a half-hour three or four days per week until he is efficient." Now the men claim that many of them who came out a considerable time ago were in the force in England, or non-commissioned officers in the army or marines, and as such had certainly to be efficient in their drill; not only that, but a number of men who came with the last batch from home were ex-drill instructors. Still the whole of them not only had to do their weekly drill, but are doing it yet. So it looks as if they will never be "efficient" enough to suit the Hongkong authorities, "though we could teach them how to drill," as one former non-com. of the marines remarked.

Another cause for dissatisfaction among the men at the Central Station is a certain sergeant, who though not senior sergeant, has been passed over the head of several seniors of his rank, practically to do inspector's work. But the greatest objection the men have to his being there is his tendency, as they put it, of reporting everything he hears them say to the Chief Inspector or Captain-Superintendent, and should he overhear them discussing a grievance among themselves, of course it makes them marked men.

The Water Police, also, have several causes for discontent. The first is a disregard by the authorities of the Police Regulations of 1895, the latest out—in regard to leave from duty when detained by a case at the Court. Section 2 of the Leave Regulations reads thus:—"Men attending the Supreme Court or Police Court as witnesses for three or four hours shall be allowed one hour's leave from regular duty; for attendance of four or five hours, two hours' leave; for five to six hours, three hours' leave, and for more than six hours, four hours' leave." Such is the regulation, but the men say they never get the leave, and naturally are not pleased about it, especially as the land force is granted the same, though they have only six hours' duty, whereas the duration of duty of the water police is usually eight hours.

A still stronger grievance have the men of the Water Police as regards their duty on the launches. According to Section 1 of the Water Police Regulations, launches must be steered by sergeants or constables, who have passed an examination as coxswains only. The officer in charge of the launch is prohibited from interfering with the coxswain being only permitted to tell him where to go to. Should, however, an accident occur to the launch, as happened while P.C. Pitt, No. 71, was in charge of the launch, the officer is fined. P.C. Pitt was mulcted \$3.

Moreover, formerly an European constable or sergeant passing his examination as "master of launches" and getting his certificate, received an extra allowance of \$4 monthly, as he was responsible for the launch. This allowance has been taken away since January 1900, but the European police officer in charge of a launch is still responsible for its safety, though he dare not give an order to the coxswain, even were it to avoid a collision. In fact they have the responsibility, but not the authority.

The men also claim that now a number of Chinese are in employ as coxswains who are not constables, and still the police officer must not interfere whether they steer well or badly, but must bear the brunt in case of accidents.

It has never before been known that a man must have three months' service on the force before he can get leave of absence from roll call, but such a rule has been inaugurated by the new inspector of the Water Police. Needless to say, it does not add to his popularity.

The last grievance of the men of the Water Police is that a man who has only about five months' service, having previously been a chief petty officer in the navy, and was made a 1st class inspector off the reel by the Captain Superintendent, has not only been put in charge of the Water Police force, though he is actually ignorant of an inspector's duties, but been put over another inspector who has thirteen years' service in the force with a clear record, and who must now teach the new man his duties, while at the same time playing only second fiddle.

There certainly seems a call for a thorough enquiry into the causes of discontent.

LATEST STEAMER MOVEMENTS.

The C.M. steamer *Yangtze*, from Glasgow and Liverpool, left Singapore for this port on the 30th inst., and may be expected here on or about the 5th prox.

The "Glen" Line steamer *Glenurriel*, from Middlesbrough, Antwerp and London, left Singapore yesterday morning, and is due here on the 4th prox.

The N.G.I. steamer *Bormida*, left Singapore for this port on the 30th inst., and may be expected here on or about the 5th prox.

The silk ex the C.M. steamer *Chingwo* reached New York on the 16th inst.

The silk ex the C.M. steamer *Hyson* is due to reach New York on 8th prox.

The telegraph, recently invented by Herr Poulsen, of Tienan, is receiving the attention in Europe that the importance of the invention deserves. Spoken words are transmitted by this instrument, which in one sense may be described as representing the phonograph applied to telegraphic wires. Messages are spoken by the instrument, are recorded, and are duly reproduced, while such records are capable of being preserved indefinitely. Successful trials are said to have been made in America, messages being sent from New York to Boston over ordinary telephone wires, and the telegraph being used as a receiver at one end of the wires.

TRIAL TRIP OF A NEW WATER-BOAT.

Yesterday morning a launch left Blake Pier to convey visitors to the works at Kowloon Bay of Messrs. W. S. Bailey & Company, engineers and shipbuilders, to witness the trial trip of a new vessel for the Hongkong Steam Water-Boat Company, Ltd. There were on board Messrs. Bailey and Murphy (builders), J. W. Kow (manager of the Water-Boat Company), C. T. Kew, G. W. Kew, Liao Tso San (manager of the China Merchants Steam Navigation Company), Chau Siu Ki (manager of the Hongkong & Kowloon Land & Loan Company, Ltd.), and the representatives of the Press.

The company first visited the works of Messrs. W. S. Bailey & Company. The amount of business that passes through the hands of this comparatively new concern is remarkable. In fifteen months of existence, the firm has built altogether fourteen vessels, and has many more orders in prospect. At the present moment there are on the stocks five vessels. One launch, destined for a firm in Nagasaki, was launched yesterday morning, and its place on the stocks immediately taken by the framework of another vessel of a similar description. From employing something over a hundred men at the start, the firm now finds it necessary to keep a steady staff of over four hundred men, with the probability of the number increasing as the business expands. That the business is expanding is shown in the fact that Messrs. W. S. Bailey & Company are constantly adding to a plant already almost complete.

Leaving the works of the builders, the company stepped on board the new water-boat, No. 3, and left for the trial spin on the measured mile at the Channel Rocks. The colority with which the order for the vessel has been executed is worthy of remark; it was placed only six months ago, and even then the plans, etc., had to be drawn up and approved. However, the work was gone into with spirit, and yesterday the water-boat, engine and ready for taking up the duties for which she is intended, was handed over to the owners. The vessel is one of the largest of her class yet built by Messrs. W. S. Bailey & Co., her measurements being—length, 100 feet; beam, 20 feet; and depth, 9 feet. There are six steel bulkheads, with suitable slides for "trimming" purposes. The contract carrying capacity is 160 tons of water, but the boat is quite capable of taking an additional 20 tons. The propelling power is derived from compound engines driven by a steel boiler registering a pressure of 120 pounds. Fitted on deck is a powerful Worthington pump, an American patent, capable of discharging water at the rate of 70 tons an hour. The estimated speed of the water-boat was six knots, but on the measured mile, with 70 tons of water aboard, seven-and-a-half knots were registered. Later, carrying only 20 tons, a speed of eight-and-a-quarter knots was recorded. The results of the trial gave great satisfaction to the gentlemen concerned.

The Hongkong Steam Water-boat Company, Ltd., for whose service the new vessel is intended, was first organised some five years ago by Mr. J. W. Kow, the present manager of the firm. Ten months ago the concern was turned into a limited company. At that time they owned two steam water-boats, but finding the number insufficient to cope with the growing demands of trade, they decided to order a third boat—the one whose trial we have just recorded. As business increases it is intended to add still further to the number of vessels. The object of the company (which has the sole contract of supplying the vessels of His Majesty's fleet on this station) is to supply the shipping with pure, clean, fresh water. The supply is taken from Government filter-beds, and is superior to that supplied by similar Chinese companies, from the fact that families do not live aboard the Hongkong Water-boat Company's vessels to cause possible contamination of the water.

A very enjoyable tiffin was partaken of prior to the run back to Hongkong, when the following toasts were proposed:—
The Builders, by Mr. Chau Siu Ki, responded to by Mr. Bailey; "The Hongkong Steam Water-boat Company, Ltd.," by Mr. Murphy, responded to by Mr. J. W. Kow; "The Visitors," by Mr. Murphy, responded to by Mr. Liao Tso San; "The Press," by Mr. Murphy, responded to by Mr. T. Petrie.

POLICE COURT.

Tuesday, 30th July.

BEFORE MR. HAZELAND.

DUNK AND DISORDERLY.

Wm. Taylor failed to appear to answer the charge of being drunk and incapable, and so forfeited his bail of \$4.
Henry Morgan abused Mr. Adolph Freeman, proprietor of the "Land We Live In" saloon, and created a disturbance. He was fined \$3 or eight days' hard labour.

REMANDING MORE THAN LEGAL FARE.

Mr. John Barrington, cresser, P.W.D., prosecuted a rickshaw puller for demanding more than his legal fare, and got him fined \$3 or ten days.

BEFORE MR. KEMP.

MAKING A FAIR HAUL.

Chang Yung Kwat and two others were charged with theft of fifteen articles of clothing, three pair gold earrings, three small ornaments, and \$32 in money, a total haul of \$55, from one Lam Kai, a cook, and Chan U, a married woman of No. 11 Salisbury Avenue, Kowloon. First and second defendants were also charged with unlawfully abstracting from a sentence of imprisonment. For this latter offence they were sentenced to twelve months' hard labour each. On the charge of theft, first defendant was fined \$10, second received six months (both sentences to run concurrently), and third defendant was discharged.

THE GOVERNMENT AND THE PETITION.

The blue-book, which now appears under the title of *Condition of Hongkong and Memorandum on the Petition dated 25th June, 1901*, has been awaited with no little interest in the Colony, and we propose now to give the principal parts of it more or less fully. Its contents are:—The letter of the Chamber of Commerce, dated the 7th June, together with the reply of H.E. the Governor, and the Chamber's letter of the 14th June; a letter, dated the 30th July, from H.E. the Governor to the Secretary of State for the Colonies respecting the plague in Hongkong; numerous enclosures, including the Petition forwarded to the Secretary of State for the Colonies by the residents of the Colony, to which are appended memoranda by Hon. W. Chubb, Acting Director of Public Works, and Hon. F. H. May, Captain Superintendent of Police, designed to rebut certain of the allegations made in the Petition; a longer memorandum on the Petition signed by Hon. J. H. Stewart, Leitch, President, and Hon. F. H. May, Vice-President of the Sanitary Board, and several smaller enclosures. We give first H.E. Sir Henry A. Blake's letter of the 5th July:—

Government House,
Hongkong, 5th July, 1901.

Sir, I have the honour to forward for information particulars of the epidemic of plague with which unhappily this Colony has been visited during the present year.

2. Last year there were only one or two cases per week down to the end of March, with the exception of the three weeks ending 24th March during which no case was reported. From the 7th April the returns showed from twenty cases to nearly a case per week, the latter figure being for the week ending 30th June, when the disease subsided, the week ending on the 18th August showing 25 cases, and the following week 20. The four weeks of November were the only four consecutive weeks free from the disease, the two last weeks of the year showing each only one case.

3. As Rinderpest had been prevalent on the mainland and I have observed some mysterious connexion between Rinderpest and Plague, which frequently develops after Rinderpest has been pronounced, I sent early in January for the Medical Officer of Health and instructed him to send in at once his suggestions for dealing effectively with a possible recurrence of the epidemic form during the year, and on the 28th January I received his suggestions, anticipating that No. 9 district would probably be the worst; he recommended that:—

(a) European Constables should make a thorough house-to-house visitation once a week, each to speak Chinese or have an interpreter.

(b) That to prevent the depositing of dead bodies in the street, the police patrol of each district should be augmented by assigning in fifty Indian soldiers as Special Constables to be controlled by a European Officer, the same system to be extended to other districts, should the Plague spread.

(c) That the Light Regulations (Sec. 31 of Ordinance No. 13 of 1898) should be re-enacted in plague districts, and that they should be at once applied to the Western part of the City.

(d) That in case of dead plague bodies being found in back-lanes, which could not be controlled by the Special Police, every house in the lane should be cleaned and disinfected.

(e) That a reward of five dollars should be offered for such information as would lead to the conviction of persons depositing dead bodies in the street or public thoroughfare.

(f) That a reward of one dollar should be offered for every living case of Plague reported to the Police, and the Hospital (as reported to the Police) information supported by a declaration by the Chinese or nearest Police Station, and that in all such cases Government should pay two dollars for each case disinfected as compensation for small articles that might be destroyed or damaged in the process of disinfection.

(g) Should disease spread in spite of these precautions, a further European Staff would be required to assist in disinfection.

4. With the exception of the regulations made under Ordinance No. 18 of 1898 that all Chinese should carry a lantern, a suggestion of the Colonial Secretary and the Captain Superintendent of Police disapproved, I approved at once of all these proposals, and, in addition, to the Police, the requisite number of men was lent by the Military Authorities, isolated and accommodated being prepared for them at the expense of this Government and extra pay given to them, as during the epidemic of 1894.

5. Further suggestions were made by the Sanitary Board, and were adopted. Unfortunately the health of Mr. Dr. Dandy, the Chief Sanitary Inspector, broke down, and on his departure I have recommended the appointment of an Assistant Medical Officer of Health.

6. From the middle of February the cases began to increase. In the week ending 23rd February there were five cases reported, which increased to fourteen in the second week of March, and to twenty-four in the third week of April, the next week in May ninety-three cases, the following week one hundred and twenty-eight. In the first week of June it reached two hundred and twelve, with two hundred and six deaths. The second, third, and fourth weeks in June the returns were one hundred and fifty-nine, one hundred and forty-five, and one hundred and fifty-three, while the last week it sank to sixty.

7. By this time the epidemic became seriously alarmed. Since the 11th May, twenty-five Europeans had been attacked and nine had died. The public Press published letters and articles that increased the alarm, which was intensified among the Chinese by the refusal, under your instructions, to permit the removal to Canton, as in 1894, of any person suffering from plague, even under conditions of regulated quarantine.

An exodus of the Chinese community, consisting of the health of the colony and the greatest inconvenience by despatch No. 219 of the 29th ult. On the 7th ult. the Chamber of Commerce addressed to the Government the letter of which, with my reply, I enclose a copy, and also of a further letter of 24th June, of which a copy is also enclosed and which I propose to answer, giving full information as to sanitary matters, which is now being collected.

7. From this I have written endeavouring to satisfy myself as to a workable theory as to the cause of the disease. How does it originate? How is it propagated? Is it a dirt disease, a drain disease, or is it caused by want of light and air, or by some atmospheric condition not yet grasped by scientific research? Is it infectious by vermin? The last theory holds water to a certain extent, for undoubtedly the advent of plague-stricken rats has been very frequently followed by cases of plague, and

patients have been received in hospital with insect bites about the ankles, the serum from which was found to be swarming with plague bacilli. On the other hand a large number of the rats collected, against which vermin coolies engaged in collecting the city rubbish for removal, to whom the reward is a matter of great concern. These men, I am informed, carry the rats sometimes about them until counted out to the Inspector, lest their prize should be appropriated by their fellows, yet none of these men have contracted the disease. Again the plague charts show an invariably rapid fall from the maximum plague rate to normal. The epidemic always ceasing in from three to four weeks.

I attached a chart of plague cases in the years 1892, 1893 and 1901 that will show how constant is this condition of rapid recovery. This rather favours the theory that the epidemic is due to atmospheric condition. I have no reason to believe that the Sanitary Staff are not doing their duty faithfully, and if they are, then with the large powers given to the Medical Officer of Health there should not be in Hongkong a house unfit for habitation, nor should any one be permitted to continue in an insanitary state.

At present there seems to be a preponderance of opinion among the community that the plague is attributable to overcrowding, insanitary dwellings, and a bad system of drainage. But while all or any of these conditions may contribute to the perpetuation of the disease the fact remains that one of the worst districts in the Colony this year is at Hung Hom, a newly built quarter on Kowloon peninsula of two-storied houses, fronting streets 30 feet wide and inhabited by the most paid working men of the Wharfedock Company. I was so struck by this fact in apparent opposition to the various theories, that I requested Major-General Gascoigne to permit an officer of the Royal Army Medical Corps to make an independent report upon it, placing the services of a Sanitary officer and an officer of the Public Works Department at his disposal. I attach his report.

8. The very high percentage of mortality in the epidemic of 1896 was 91.12 per cent. In 1898, 84.45 per cent. In 1901, 94.56 per cent. This percentage is higher than that reported from other places, and is generally supposed to be much higher than at Macao or Canton, though there are no figures available for the latter, and at Macao local conditions render statistics on this subject unreliable, as plague patients go across the harbour to the Chinese hospital in great numbers. I have visited the plague hospital on two occasions and thoroughly inspected it. Nothing could be more entirely satisfactory than its arrangements, and so far as I could see nothing was wanting in the treatment or the surroundings. Yet there must be some cause for the exceptional mortality. On reading the report of the action taken last year in Bombay, I found that patients were allowed to remain in their homes to be nursed by their friends under strict restrictions, and early in May I suggested that the experiment might be tentatively tried here, but the suggestion was not accepted by the Sanitary Board. Personally I have little doubt that with such a regulation the mortality would not be so high. The plague hospital is at the extreme western extremity of the town, and the carriage of a plague-stricken patient in an ambulance, which, until I ordered wheeled ambulances with pneumatic tyres, consisted of a cot slung upon a pole, and carried for two or three miles by two coolies, could not be conducive to the recovery of the patient.

9. On the 10th May, I authorized the erection of a matched plague hospital at Yau-mai on the Kowloon peninsula and obtained from Major-General Gascoigne the services of Dr. Stewart of the Indian Medical Service to relieve Dr. Thomson from his duties as Medical Officer of the Galt, so that his entire time should be devoted to plague work.

10. On the 20th May, I authorized the employment of a large number of two junks, in which patients could be taken to the plague hospital from the eastern district, or dead bodies sent for burial, that they might not be carried through the streets. At the same time additional accommodation in the shape of a good and airy match was provided at Kennedy Town and two additional nurses were engaged.

11. Feeling that if the disease is propagated by vermin, the Chinese coolies ought to have an opportunity of washing, I directed the Public Works Department to erect a number of matched showers for hot water. It was generally assumed that the Chinese coolie would not avail himself of this means of cleanliness, but the thousands who have since flocked to these bath houses have shown that they are ready to avail themselves of any opportunity for securing personal cleanliness, and the Sanitary Board has requested that more match-shower baths be erected, and provision made for permanent baths. I have suggested that the working women shall have like facilities, but the Board reports that they would not use them. I propose, however, that one or two should be provided as an experiment.

12. I have now given you every information as to the efforts made to combat the disease during the present year, efforts that I regret to say seem to have been unavailing. From one experiment just completed it is possible that good results may be obtained. Seeing in the Bombay reports that where a house was thoroughly disinfected plague did not recur, I have given in our returns of the past three years that more than one case in any house was comparatively rare, I directed the Medical Officer of Health to select the worst case of the disease and to thoroughly disinfect a given area (hitherto only the floor on which a case occurred was disinfected). This was carried out on the 21st and 22nd June, and if within that area no more cases occur this year, I think it will afford grounds for taking legal power to disinfect houses within the City when next year it will be advisable to employ a very large number of men in February and disinfest the entire city quarter by quarter. If that does not succeed, the question will remain what structural changes shall be carried out and what property removed, destroyed, or rebuilt.

13. In approaching this question it must be remembered that we should be dealing with property worth from £100,000 to £150,000 per acre, and I do not feel competent to deal with so large a question without obtaining the advice of an eminent Sanitary Engineer. The letter of the Chamber of Commerce shows that a considerable section of the community consider the drainage to be in a dangerous condition. The Sanitary Board point out that houses are too high and call for an Ordinance restricting houses to once and a half the height of the width of the streets measured from kerbstones to kerbstones, and have on general principle that I cannot gainay recommended that six private streets at the ends of which are houses erected over archways shall be retroactively freed from the removal of the factor which will the Acting Director of Public Works estimate, cost one hundred and seven thousand dollars.

If one of the other assumption of the cause of insanitary conditions be correct it will cost a very large sum indeed. I question if the community quite realize how much, but what will the sum be to the Chamber of Commerce shows that the people of Hongkong will not object to any expenditure within their means, and I am quite certain that in asking you to send out a Sanitary Engineer of such eminence in his profession as will command public confidence, to report upon the general state of Hongkong, its drainage system, its water system, and the general question of sanitation, May I suggest that you telegraph to me the expense of such an examination and report when I can lay the matter before the Legislative Council for approval? Mr. Osbert Chadwick's exhaustive and able reports of 1892 and 1899 on the sanitation of Hongkong are now being widely read and considered. By some it is held that his recommendations have been neglected, indeed this appears to be the opinion of the majority. My study of the conditions does not lead me to this conclusion. The matter will be set at rest by such a report as I suggest upon the present necessities of the City of Victoria and the rapidly growing town on Kowloon Peninsula as regards sanitation.

14. I have in this despatch only dealt with the question of sanitation in relation to plague, but much has been done and is being done by the Public Works Department in dealing with the Anopheles Mosquito, and I see solid ground for hope that with continued effort the cause of malarial fever may ultimately practically disappear from our shores.

15. I enclose for your information three of the returns that are sent to me daily. I have had the returns made in the hope that one day the accumulated facts might afford some clue to the etiology of the disease; hence I have requested that in the history of the cases, the places where employed, and the places where food was procured, should be noted, as it is possible that malarial fever might be the cause of the plague bacillus, and if many cases could be traced to the same source of supply a clue might possibly be afforded.

I have the honour to be, Sir,
Your most obedient Servant,
HENRY A. BLAKE.

To the Right Honourable
THE SECRETARY OF STATE FOR THE
COLONIES.

MANILA.

[FROM A SPECIAL CORRESPONDENT.]

Manila, 27th July.

THE CIVIL SERVICE (ctd.)

The presence of Americans here in considerable numbers, by reason of the expiration of volunteer army service and otherwise, has provoked complaint and criticism which put the Civil Service Board just now in an uncomfortable position. Under the provision which permits heads of departments, after making requisition for help, to select from three eligibles whose names the Board furnishes, Americans have almost invariably been preferred. Criticism points to the requirement of the law in relation to preferences, which is that the only preference allowed in appointments, other things being equal, must favour first natives of the islands, and then honourably discharged soldiers, sailors, and marines. Since applicants may elect whether they shall be examined in Spanish or in English, those taking the Spanish examination for certain grades have done so feeling that the law promised them as much consideration as it promised those whose papers were in English. The habitual bestowal of appointments for which they had become eligible upon Americans has led to complaints of bad faith. Appointing officers fall back on their discretionary privileges in explaining their course, or justify it on the ground that qualifications were not equal, since the Spanish applicants did not understand English. Since lack of English had not disqualified them for examination or for eligibility, this plea does not improve their opinion of official honesty. On top of this injury, the officials piled the insult of tending to native applicants positions in grades lower than those for which they had been examined and become eligible. Natives who passed for clerkships thus found themselves appointed messengers. Such appointments have been so frequently declined as to make almost imperative some assurance by the Board to prevent natives from thinking that it is not intended to give them fair play. Members of the Board have already felt constrained to excuse the omission in the Manual of Information of notice that eligibles acquainted with English would be preferred over those unacquainted with it, by saying that they did not anticipate such a preference. No reflection need be cast down on the good intentions of the Board in declaring the omission to have been so faulty or short-sighted as to call for prompt amends, lest the system suffers discredit in the native mind and many worthy persons whom the law hoped to invite to public service be discouraged from attempting to enter it. Of course many places civil in their functions existed under military government. The work must be done under civil rule, and those who are doing it are probably not to be thrown out because of the change. Many will go as soon as they can be spared, because they hold military commissions and have been performing their present duties under assignment. On the other hand, some of the officers assigned are volunteers, who find themselves "freelance" at about the time civil authority is becoming supreme, and who can do better for the service where they are than new men could do at once. The rules permit the retention of such persons in the places they hold. Should the Board think it advisable to order examinations it may do so, but they may be omitted in the Board's discretion, which will probably be exercised that way in view of the rigorous protest against a recent examination order.

THE CIVIL EMPLOYEES.

The number of employees in civil work amounts now to more than 4,300, of whom 200 are army and navy officers, 180 are enlisted men, nearly 400 are American civilians, and the remainder are natives or long residents of the islands. The army and navy officers are

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in nearly all cases heads or assistants of bureaus, or collectors of customs or of internal revenue. Such places will for the present be held generally by Americans, whatever the depletion in the existing force. Some of the provincial appointments made by the Civil Commission have been from this list, and usually they were made at the suggestion or upon the petition of natives. Since this shows that the work has been so well done as to command native admiration, it almost follows that if Americans are continued in such places, little or no complaint will come from natives on that account. The enlisted men detailed for civil places have been filling clerkships, teaching schools, and in various ways assisting the higher officers. Some of the men have done so well as school teachers that the Civil Commission promised to undertake to secure their discharge in order that they may be regularly transferred to the force of teachers of English. It was at Capiz, in Pampanga, that a schoolboy addressed a speech of welcome to the Commission, and did it so well as to make the incident one of the most memorable of the southern trip. This boy was the pupil of a private regular soldier, who had gone 30 miles back into the mountain country to teach the children English. The same soldier brought down several of his pupils to show how they could sing in English, which they did very well, making almost needless his assurance that they knew not only the tunes but also the meaning of the words that they sang. The Commission felt that the sort of material in that teacher could do better school service for the country with young ideas than in the "uniformed ranks, and Private George T. Schoerer, of the Eighteenth Infantry, will doubtless find his talents employed in the future in his new field. There are other instances less conspicuous illustrating the good work soldiers have been doing among the schools. They have confined themselves mainly to English teaching, but the readiness with which soldiers fit into their environment has enabled some of them to pick up the dialects and to make profitable use of them in their work.

Now that teachers of English are to go out among the islands, they will find that what soldiers have done, if not systematically, has been practically helpful in making the ground hungry for seed. The Civil Service Board has been in something of a quandary in regard to the action it should take toward bringing school-teachers under its supervision. Teachers now arriving from the United States come so highly recommended for experience and other qualifications, and their stay as teachers is likely to be so short, that the Board has not felt it necessary to advise that they have its certificates. Native teachers who are to be trained in normal institutes and in the Normal College will have diplomas or something of that kind to show their training. Since the Board is disposed to accept as sufficient guarantee of fitness recommendations brought by teachers from normal schools or colleges in the United States, it is difficult to figure out how teachers' examinations can be held under civil service rules.

THE CHOICE OF TEACHERS.

It seems particularly true here at this time that knowledge of books is not the prime essential in a teacher's equipment. A person able to pass a perfect examination may do poorly in a native school. Soldiers have succeeded where papers would be thrown out by any examiner. They had patience and sympathy, and managed to create a friendly bond between themselves and their pupils. Success for anyone under other conditions is extremely doubtful. The experience of the teachers coming from the United States seems to have been in the lines required here. Such experience, at any rate, and such qualifications were in mind when these selections were made. The Board will experiment in this matter before settling upon a policy in relation to the examination of teachers. It is probable that the experiments will at first be conducted through the Civil Service Commission in the United States, and will be applied here if they seem to work well there. In any case, certificates of graduation or other vouchers from normal schools or colleges will always count high in the selection of teachers.

THE VARIOUS NATIONS.

The present list of employees for civil work contains 360 names of persons classified as natives, Spaniards, or Chinese. Nearly all of them are natives. They fill clerkships and other subordinate places, and they do it creditably. As the eligible list grows, many of them will doubtless be submitted to examination in order to test their fitness for the positions they hold. There will be no disposition to remove those who do their work well, the aim being rather to provide that it shall be done in the best manner in all branches of the service. Spaniards have the native facility for keeping books neatly and for performing other details of a clerical nature. The Chinese employees consist of an interpreter, one or two men around the Custom House to pass upon the character and value of the mass of imports from China that reach here, and health inspectors for Chinese residences. About 1,000 in the large list are unskilled labourers. It is enough if they can do what they are hired to do. Of the enlisted men, nearly 100 are detailed as checkers on foreign vessels and as inspectors. Their places when their terms of enlistment expire can be filled by native clerks, if need be.

POLICE AND FIRE DEPARTMENTS.

It is not yet settled how police and fire departments will be supplied for permanent account. The police force in this city has been particularly efficient, being composed in part of natives and in part of selected volunteer soldiers. They make a fine appearance, are under good discipline and preserve order. The Board has no fault to find, but since the police will become attached to the civil establishment, the Board feels, as it does in respect to teachers, new technicians exempt, that a suitable test should be provided as a condition of employment. Conditions have not been such as to make it expedient to interfere with the method

of selection under military rule. It is expected that the time may soon come when selection may be justified for police, fire and prison guard service on somewhat basis as prevails in various cities in the United States. Whatever rules may be adopted will provide a simple educational test and a thorough physical test. In regard to labourers, there will of course be no test at any time, but they are to be protected in a way. Whenever they may be discharged by reason of a reduction in force, they shall be furnished with discharge-cards if their work and conduct have been satisfactory, upon presentation of which they will be preferred in subsequent appointments as vacancies occur.

SALARIES.

Civil employees will be divided into classes on the basis of pay, regardless of the departments engaging them. The minimum salary in the first class will be \$300 and the maximum pay in the lowest class will be \$48 per year. All pay is to be in United States currency. Engagements have been made on the basis of Mexican dollars, but they have been adjusted to the new medium, the law providing that the ratio of the two currencies shall be as two to one. Clerkships requiring fair proficiency with accounts come about midway in the class list, and will pay from \$180 to \$240 per year.

Those who pass examinations in the United States must pay their own expenses to San Francisco, but from that point they are under salary, and expenses are allowed them. Since others have come here drawing salaries from the time of their appointment, and expenses from their homes, justification for the change is claimed on the ground that those arriving earlier often came under urgent call for what might be termed emergency duty. Under the new practice, there will be pay during the voyage of a month, and expenses for that time, this allowance offsetting, in the Board's opinion, any expense that may be incurred in the trip to San Francisco from the employee's home. The Board expects to have fully 1,000 eligibles ready for places as soon as the civil government shall be ready to take them on.

THE STRENGTH OF THE BRITISH NAVY.

A memorandum, dated the 25th June, and signed by Mr. H. Seymour Trevor, chairman of the Executive Committee, and Commander W. Cairns Cratchley, R.N.R., the secretary, has been issued by the Navy League, and a copy has been forwarded to us by the Hon. Sec. of the local branch of the League. It runs as follows:—

On October 20, 1900, the Navy League issued a statement of facts showing that Great Britain, after holding the command of the sea unchallenged for the better part of a century, had lost it, because:—

First, our recent Naval programmes for men, ships, and material had been insufficient.

Secondly, the programmes, proposed by the responsible Minister, and sanctioned by Parliament as the least compatible with safety, had not been carried out.

Thirdly, the ships that were included in our Naval Estimates, although laid down, had been delayed on the stocks, or were under equipment, until some of them would be half obsolete before they were complete, and a large number of the promised battle-ships were not yet included on the strength of the Navy.

Fourthly, other nations have ostentatiously and successfully increased their programmes of Naval construction, thus still further diminishing our relative strength.

Fifthly, a new and resolute claimant for sea power had arisen.

When the new Board of Admiralty succeeded to office after the General Election of 1900, the Executive Committee of the Navy League considered that it was only fair to the Earl of Selborne and his colleagues to refrain from hampering them by representations or criticism until they had had time to master the situation. Nine months have now elapsed since the present Government was formed. The Lords Commissioners of the Admiralty have had ample time to acquaint themselves with the facts. They have visited Malta. The Navy Estimates have been produced, and yet in spite of the crying needs of the Navy, the ordinary Army Estimates exceed the amount which it is proposed to spend upon the sister Service.

While crediting the present Board of Admiralty with good intentions, we believe that the support of public opinion is necessary to enable my Lords to hold their own on behalf of the Navy, and that the time has now arrived when the Navy should speak out.

The House of Commons has sanctioned a plan to spend £23,000,000 on the Army Corps that cannot leave England unless the Navy is supreme; and the Navy is supreme no longer.

No more dramatic contrast exists than that presented by the actual condition of the man fighting Fleets of Britain, and the battle held by the public at large as to the efficiency and efficiency. With the Army looked up in South Africa, and dependent for its return upon the Navy, it is disquieting to know that in the Mediterranean, where the battle for Empire will probably be fought out, the Fleet under the command of Vice-Admiral Sir John Fisher is unprovided with many of the first essentials of efficient fighting. When the Lords of the Admiralty visited Malta they found:—

1. No breakwater at Malta, although within two hundred and ten miles of a foreign torpedo station.

2. Egypt undefended.

3. Inadequacy in all classes of vessels, from battleships to destroyers.

4. Complete absence of Fleet auxiliaries of all kinds. No provision has been made for hospital ships, repairing ships, frozen meat stores, molar ships for destroyers, efficient colliers, telegraph ships.

5. Owing to the lack of provision, no adequate provision has been made for the first essentials of efficient fighting—e.g., telescopic sights, gyroscopes, smokeless powder for the 13.5 in. guns, armour-piercing shell, breech-loading field guns, wireless telegraphy.

Black powder and blunt-nosed shell are still in use on several battle-ships, thus enabling the commanders of foreign battle-ships provided

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with smokeless powder and armour-piercing shell to destroy them at their leisure. The lessons of the Boer War appear to be still neglected owing to the fact that there is no thinking department at the Admiralty whereby provision is exercised so that provision is made for the eventualities of war. It is needless for the Navy League to enter into detail. The broad fact, which it is desired to impress upon the public, is that the fighting Fleets of Britain are not ready for war; and until the Mediterranean Squadron is made efficient in every respect, the whole structure of the Empire rests on a quicksand.

The non-expenditure of 24,500,000 voted by Parliament, which occurred under the late Board of Admiralty, notwithstanding the repeated declaration of Lord (then Mr.) Goschen in the House of Commons that the Estimates for the respective years were the least compatible with safety, presented a simple dilemma. Either the country was unsafe, or the First Lord of the Admiralty was not speaking the truth. Nothing is gained by endeavouring to conceal facts relating to our Fleet which are well known to the Foreign Powers concerned. England is neglecting her Fleet because the doctors believe the Navy is sound and efficient. So far as the officers and men are concerned, this is doubtless true. The personnel of the Navy is probably more efficient to-day, take it all through, than it was in Nelson's time. From top to bottom the spirit of duty and sacrifice is universal. The defects of the Navy are due to civilian neglect, not to Admirals' fault. The Lords of the Admiralty are over-worked, overwhelmed with detail, have no time to think, and there is no Department corresponding to the German General Staff, where the quality of provision is exercised at leisure, and while we are at peace.

While the intention of the Admiralty is to send reinforcements when the proper time arrives, a moment's consideration will show that now is the time, when our relations with France and Russia are on a friendly basis, not when those relations are strained, and when the movements of ships will be watched with jealousy abroad, and might conceivably be hampered by ill-informed comment at home. If reinforcements are delayed until war is imminent, the Admiralty in command of the Fleet will have his attention distracted from the business of war by the necessity of educating the raw material flung at his head in a moment of crisis. This is placing an unfair strain on the intellectual and physical powers of any human being. The essence of maritime war is its suddenness. A day gained in striking the first blow may make the difference between the fall of an Empire and the annihilation of its enemy. Naval disaster would be, for Great Britain, final and irreparable. No money, no energy can atone for neglect of the Navy in time of peace. The fighting value of a moderate-sized Fleet, ready for war, is worth many times that of a large body of vessels unprovided with auxiliaries, scattered all over the world, or resting on their beam-ends at Portsmouth, Chatham, or Devonport.

The vigorous demand of a determined people for an efficient Fleet is not merely a necessity; it is the one condition of national existence, for England's future, like her past and her present, is on the sea.

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Hongkong, 1st July, 1901. [1616]

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Hongkong, 16th July, 1901. [1232]

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Buy all kinds of Curios at Moderate Prices.

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Hongkong, 18th April, 1901. [1811]

NEW ADVERTISEMENTS

NOTICE.

THE Public are hereby notified that the **PIECE OF VACANT GROUND** at the junction of **Plunkett's Gap** and **Wong's Gap**, New Road at Plunkett's Gap, No. 62, will be **CLOSED TO-MORROW**, 1st August, and that no access will be permitted thereto for one day.

For the Hongkong and Shanghai Banking Corporation.
T. JACKSON,
Chief Manager.
BUTTERFIELD & SWIRE
Hongkong, 31st July, 1901.
HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the **ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS** in this Corporation will be held at the City Hall, Hongkong, on **SATURDAY**, the 17th day of August next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1901.

By Order of the Court of Directors.
T. JACKSON,
Chief Manager.
Hongkong, 31st July, 1901.
HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the **REGISTERS OF SHARES** of the Corporation will be **CLOSED** from **SATURDAY**, the 3rd, to the 17th day of August next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors.
T. JACKSON,
Chief Manager.
Hongkong, 31st July, 1901.

IMPERIAL BANK OF CHINA.

WANTED.

AN experienced man of business to act as **COMPRADORE** from next China New Year.

Full particulars can be obtained on application to the undersigned.
For the IMPERIAL BANK OF CHINA,
F. W. RUTTER,
Manager.
Hongkong, 31st July, 1901.

WANTED.

A **CHINESE CLERK** as **BOOK-KEEPER**, must write clearly and understand English.

Apply by letter only to—
W. BREWER & CO.,
Queens Road.
Hongkong, 31st July, 1901.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on **FRIDAY**, the 2nd August, 1901, at 11 A.M., at Messrs. PUNCHARD, LOWTH & CO., Naval Yard Extension Yard, Old V.R.C., **ANCHORS, ROPE, BLOCKS, SHACKLES, AND MISCELLANEOUS IRON, &c., &c.** (Old and New).

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 31st July, 1901.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1876, the undermentioned Banks will be **CLOSED** for the transaction of Public Business on **MONDAY**, the 5th August.

For the **CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA**,
T. H. WHITEHEAD,
Manager, Hongkong.

For the **HONGKONG AND SHANGHAI BANKING CORPORATION**,
T. JACKSON,
Chief Manager.

For the **NATIONAL BANK OF CHINA, LIMITED**,
GEO. W. F. PLAYFAIR,
Chief Manager.

For the **MERCANTILE BANK OF INDIA, LIMITED**,
JOHN THURBURN,
Manager, Hongkong.

For the **BANQUE DE L'INDO-CHINE**,
L. BERINDEAGUE,
Acting Manager.

For the **BANK OF CHINA & JAPAN, LIMITED**,
J. W. E. TAYLOR,
Manager.

For the **YOKOHAMA SPECIE BANK, LIMITED**,
TARO HODSUMI,
Manager.

For the **IMPERIAL BANK OF CHINA**,
E. W. RUTTER,
Manager.

For the **DEUTSCH-ASIATISCHE BANK**,
E. F. GIES,
Acting Manager.

Hongkong, 31st July, 1901.
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"**TALES**,"
Captain Robson, will be despatched for the above port **TO-DAY**, the 31st inst., at 3 P.M.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 31st July, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with the **OREGON RAILROAD AND NAVIGATION COMPANY**

Operating the **New First Class Steamships** "**INDIA**," "**LODGE**," "**INDRAPURA**," and "**KNIGHT COMPANION**,"

between **HONGKONG** and **PORTLAND** (ORE), calling at **SHANGHAI**, **NAGASAKI**, **MOJI**, **Kobe** and **YOKOHAMA**.

THE Steamship

"**KNIGHT COMPANION**," will be despatched for **Portland (Or)** on **WEDNESDAY**, the 7th August, at 3 P.M.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN, TOMES & CO.,
Hongkong, 31st July, 1901.

NEW ADVERTISEMENTS

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to **ADEN, SUEZ, PORT SAID, MENAHA, NAPLES, LEGHORN, GENOA, ALGER, VERICE, TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN, and SOUTH AMERICAN** Ports up to **CALCUTTA**.

Taking Cargo at through rates to **PERSIAN GULF and BAGDAD**, also **BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA**.

THE Steamship

"**BORMIDA**,"
Captain D. Costa, will be despatched as above on **TUESDAY**, the 13th August, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 31st July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND AMOY.

THE Company's Steamship

"**ANPING MARU**,"
Captain S. Atsumi, will be despatched for the above ports on **WEDNESDAY**, the 14th August, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 31st July, 1901.

"**BEN**" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "**BENVENUE**."

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 5th August will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 31st August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 30th July, 1901.

"**MOGUL**" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "**MOGUL**."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th August, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th August, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 30th July, 1901.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"**TAMBA MARU**,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. **TO-DAY**.

Goods not cleared by the 5th prox., will be subject to rent.

No Fire Insurance has been effected. All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 8th prox., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 30th July, 1901.

ZETLAND LODGE, No. 525, E.C.

A **REGULAR MEETING OF ZETLAND LODGE** will be held at the **FRANZ MASONIC HALL**, Zetland Street, **TO-MORROW (THURSDAY)**, the 1st August, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 29th July, 1901.

FOR SALE.

A **LIGHTER** of about 200 tons, built of Oak and Fir and generally Iron Fastened, Copper Sheathed, can be seen on application at Kowloon Naval Yard.

Apply by Letter to
COMMANDER,
Naval Yard.
Hongkong, 24th July, 1901.

ENTERTAINMENT

THEATRE ROYAL, CITY HALL.

AUSTRALIAN VAUDEVILLE

SPECIALTY COMPANY.

GRAND OPENING NIGHT!

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TO LET.

TO LET (IMMEDIATE POSSESSION)

3 LARGE UNFURNISHED ROOMS with Separate Bath, use of Cookhouse, &c., \$40.
Apply—

R. BOE
Care of Daily Press Office.
Hongkong, 22nd July, 1901. [1842]

AT THE PEAK.

TO LET, FURNISHED or UNFURNISHED, or FOR SALE.

3. MOUNTAIN VIEW.

Apply—
ALFRED J. MAY,
Queen's College.
Hongkong, 30th July, 1901. [1818]

TO LET.

NO. 6, WEST TERRACE, ONE EUROPEAN HOUSE, consisting of TWO FLOORS, in a respectable locality. Rent moderate.
Apply to—

KWONG WING SANG,
No. 132, Queen's Road Central.
Hongkong, 17th July, 1901. [1800]

TO LET.

NO. 8A, QUEEN'S ROAD CENTRAL.

Apply to—
KWONG CHEONG WO,
No. 239, Des Vaux Road.
Hongkong, 3rd July, 1901. [1733]

TO LET FURNISHED

For 2 or 3 months from 1st August.

27, BELILIOS TERRACE, Top Terrace, fine view of Harbour, back entrance from Conduit Road.
Apply to—

J. J. BRYAN,
Sanitary Board Office.
Hongkong, 29th July, 1901. [1896]

TO LET.

TWO FURNISHED ROOMS, Queen's Road Central, No. 72.
APPLY ON THE PREMISES.
Hongkong, 29th July, 1901. [1897]

FURNISHED ROOM TO LET. Privately, with or without Board, in a pretty house in Kowloon.
Reply—

M. N.,
Care of Daily Press Office.
Hongkong, 29th July, 1901. [1898]

TO LET.

NO. 1, STEWART TERRACE, the PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 17th July, 1901. [1799]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 17th July, 1901. [1692]

BEDROOM with BOARD. Moderate terms.
Apply—

G. L.,
Care of Daily Press Office.
Hongkong, 20th July, 1901. [1875]

TO LET.

NO. 12, BELILIOS TERRACE.

OFFICES and SHOPS in BRANSONFIELD ARCADE.
SMALL GODOWN in DUDDELL STREET.
For Particulars, apply to—
TURNER & CO.
Hongkong, 26th July, 1901. [1876]

TO LET.

A HOUSE in RYTON TERRACE.
FAIRVIEW, Kowloon.
"THE RETREAT," MOUNT KELLET.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 13th July, 1901. [1866]

TO LET.

THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.
For Particulars, apply to—
LAUTS, WEGENER & CO.
Hongkong, 9th July, 1901. [1736]

TO LET.

IMMEDIATE POSSESSION.
1 LARGE and WELL VENTILATED ROOM, with BATHROOM, at No. 37, CAINE ROAD.
Apply to—

R. J. REMEDIOS,
Mercantile Bank.
Hongkong, 26th July, 1901. [1867]

TO LET SHORTLY.

SHOPS, OFFICES and FLATS, Des Vaux Road Central (Opposite Lane Crawford & Co.).
Apply to—

HUMPHREYS ESTATE AND FINANCE CO., LIMITED.
Hongkong, 12th July, 1901. [1124]

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GREENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [1889]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pender's Hill.
Hongkong, 1st January, 1902.

INSURANCES

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.
Hongkong, 2nd April, 1901. [189]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [29]

NORTH GERMAN FIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1900, £14,732,681.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,500 0 0
II. FIRE FUNDS... £2,537,716 14 4

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 3rd July, 1901. [1841]

PHENIX FIRE OFFICE

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [32]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1861.
CAPITAL... £410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [183]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 29th May, 1895. [131]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [194]

"L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1823).

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. [794]

"L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1836).

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

P. LEMAIRE & CO.,
Agents.
Hongkong, 7th February, 1901. [439]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [530]

NOTICE OF REMOVAL.

W. M. DANBY, M. Inst. C.E.
to
6, ICE HOUSE ROAD,
Hongkong, 29th July, 1901. [1895]

H. F. CARMICHAEL

CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.
TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. C. Code, 4th Edition.
A. I. Code.
Lieber's Standard Code.
TELEPHONE 232.
Hongkong, 21st June, 1901. [1554]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES.
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900. [75]

FOREIGN AND COLONIAL STAMP DEALER.

No. 47, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.
It is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [1895]

[ALL RIGHTS RESERVED.]

IN THE VERY NICK OF TIME?

BY ELLIS MARSTON.

Rain, fog, mud, and general depression. A typical November day, the which, whose hat not yet experienced had, amidst a character in his life, against a dark background, the sun and flowers of June, stand out in strong relief. Fog and a drizzle that kept on mildly, silently, persistently, gradually waiting through the arduous passenger, who had ventured out without umbrella and overcoat, making the pavement slippery and unsafe for pedestrians, and causing the wheels of passing vehicles to send up lozenges of mud against hat or skirt. And still the fog thickened, and thickened, until the omnibuses ceased running, and the outlines of houses grew dimmer and dimmer, and only a faint light from an occasional crawling bus showed that life still moved along the roads. It took a strong incentive to make a man leave his warm fireside, his cigar, and his favourite author, to face the chill damp horrors of a night like this, and in my case the incentive was not wanting. I was on the way to visit my fair fiancée, and to dine at the hospitable mahogany beneath which I had not infrequently stretched my legs. Arriving, I thought, at the well remembered house—overlooking Hyde Park, I rang the bell, and was admitted by a respectfully dressed man, the butler I supposed, who seemed to scrutinise my face narrowly as I entered.

I was considerably surprised, for the Moretons' butler was an old family appendage, quite essential to their comfort and well being; and I had heard no word of his leaving.

With a hearty "All well, I hope, Palmer," and having directed myself of hat, stick and gloves, I ascended the stairs. En passant, give me leave to say that I hope no one will form a bad opinion of me by the mention of that word gloves. For no one but my adored Kathleen would I have donned these justly obnoxious articles; but I could not enter that sweet presence with muddy boots; and a day indoors over sedentary work rendered a long walk necessary to the health both of mind and body. I went quietly upstairs, and entered the drawing room, where I was wont to be greeted by the smiles and the voices I loved best; but to my surprise was confronted by a stranger.

A man of medium height, and I should say of about thirty-five years of age, was standing before the fire smoking, and turned as I entered. Surprised as I was, I noted in a moment the deep set eyes, the square nostrils, and the length of line from the crown of the head to the chin.

"Ah, come at last. I was weary of waiting," he said, with a strong, pleasant gleam in his keen, grey eyes looking monastically into mine. "You are not going to draw back, are you?"

"Not at all," I said. "I have no reason to fear, but I have made a mistake."

"Ah, they all say that," he said, pulling fiercely at his monocle. "It is the last resource of cowards."

"Come," I said nettled. "Be civil, if you please. I suppose I have come to the wrong house; and—"

"Before I could finish the sentence he strode to the door and locked it, then coolly presented a pistol at my breast."

"So," he said in a determined voice. "A traitor in the camp. I am sorry for you—but you had better say your prayers quickly. I will give you ten minutes by the watch on the chimney piece there. You cannot say that I am precipitate."

I struck up my hand and forced a laugh, although I certainly felt far from comfortable. "This joke has gone quite far enough," I said. "I was on my way to my friend Moreton's house, Sir Henry Moreton, you know. It seems that in the fog I have mistaken the house. Let me depart quickly or I shall keep the dinner waiting." He meditated for a few seconds, and his brow cleared.

"What is your friend's address?" he asked abruptly.

"43, Clare Place."

"Ah, wrong, wrong, quite wrong! Well go in peace if your tale be true; but if there is treachery, however, for my arm is far reaching and never spares the guilty."

He spoke with dramatic gestures, and taking a black silk scarf from his waist bound it tightly over my eyes. Then he pressed the steel of the pistol against my forehead, and took me by the arm.

"Attempt to escape or cry out," he said, "and your doom is fixed."

He led me downstairs and into the hall, the door opened, and we descended the steps and went out into the inclemency of the night. He had taken a soft felt hat from the hall, and put it on to my head, drawing it down over my face. I felt myself led along the pavement, down one street and up another, and still the conviction strongly possessed me that we were gradually returning to the point from which we started.

At last we stopped, and my conductor removed the bandage. The fog was still so dense that I could only discern a vague outline of his form as he stood a couple of yards distant from me.

"You are free," he said; "but you were never nearer your death than you have been this night. See to it that you breathe no word of what has happened; and if ever we chance to meet, remember it must be as strangers—or you will repent." Then the fog seemed to close over him and he was gone.

I found myself close to No. 43, and wet as I was, I entered the hospitable door, and by the light of the drawing-room, and the sunshine of Kathleen's presence.

She was looking her loveliest in the dress that I most affected, a silver grey poplin, with a running pattern of silver through it, and a bunch of crimson flowers at her waist. Her plentiful nut-brown hair rippled over her pretty head, and fell in adorable little tendrils over her white forehead and the nape of her neck. Her hazel eyes shone like diamonds, her cheeks were damask roses. On one dimpled wrist she wore a turquoise and gold bracelet I had sent her the day before, and as she held it up laughingly, asking if it did not look better there than in the jeweller's shop, there seemed only one course open to me, and that was to take her in my arms, and tell her that everything she wore became her, and that she was the loveliest and sweetest girl in the world—and this sentence was rounded off in a manner I leave you to imagine.

At Kathleen's elbow I left my paradise, and took a hansom to Hatton Garden, to visit a certain Jew diamond merchant with whom I had an appointment. He had agreed to take some old fashioned jewellery belonging to my family, and in return I intended purchasing some ancient gems to be made up into a true lover's knot, for my bride.

The fog was as thick as ever, but my John drove carefully, and saved me from collision, and as we drove safely on, I saw Strauss's door, and the light from the nearest lamp gave, I noticed two men apparently in earnest conversation under the lamp, and could not help wondering why they had not chosen a warmer rendezvous than the dark, sloppy, miserable street.

It was as if I had been brought out a collection that set my mouth watering. Starry diamonds, blood-red rubies, royal pearls, emeralds and opals, changing with every light; it was difficult to choose from such a hoard. Fate, however, had limited my purchase to a certain sum, and eventually I departed with the diamonds and pearls destined to adorn the fair neck of Kathleen. I had dismissed the hansom, and as no other was within hail, I walked on towards the main road. To my surprise there were the two men, whom I had forgotten, still talking under the gas-lamp. One of them was gestulating wildly, the other stood with downcast head.

"So," said the first, in a voice that made me start, "are you, too, afraid? I thought better of you, Hooley. But leave me to work alone—it's best. A half-hearted ally is best absent."

"I am quite willing," said the other in a hesitating voice, "if there is a reasonable chance of success. You know that I am no coward, Storoff. You have had proof enough, Hooley, knows. But I do not see the good of running one's neck into a noose for nothing."

"Then you draw back altogether," said Storoff fiercely.

"Give me a few days for thought and inquiry. You have sprung this upon me suddenly. Old Strauss may have more safeguards than you imagine."

Here Storoff, apparently perceiving my form through the fog, tapped his companion on the arm, and they moved off slowly down a side street, conversing as they went.

I walked home musing deeply. What was this mystery upon whose verge I seemed to be treading? Who was this man, who had thus twice come within my range—without any volition on my part? And what had he to do with old Strauss?

When I got back to my room I tried to write, to read; but it was in vain. The mysterious stranger, with his deep voice and gloomy eyes, was ever in my thoughts. Finally I gave up all idea of work, and stirring up the fire, filled my pipe, and abandoned myself to reverie. I must have fallen asleep, and when I awoke the fire was out, the lamp was just expiring, and I was chilled and depressed.

"Bed is the best place under the circumstances," I muttered, and thought I heard at the far end of the room a deep sigh. Startled, I turned in that direction, and saw what looked like a light cloud which floated slowly towards me.

"As it approached, it grew brighter, it took form and shape, and there before me stood the image of Kathleen. She looked at me with melancholy eyes, and said slowly and distinctly, 'Ralph, danger awaits you. Be on your guard. Do not go near that man Storoff.'"

I started forward, but she waved me off, sighed once again deeply, mournfully, and was gone. (To be continued.)

NOTICE OF FIRM

NOTICE.

THE Business of MESSRS. TURNER & CO. in Hongkong has been transferred to the Undersigned, who will continue to carry it on under the same Name, Style and Title of TURNER & CO.

R. CHATTERTON WILCOX.

REFERRING to the above, Mr. HAROLD CHATTERTON WILCOX has been admitted a PARTNER in our Firm from this date.

TURNER & CO. [1874]
Hongkong, 25th July, 1901.

INSURANCE HOLIDAY.

THE Undersigned Insurance Offices will be CLOSED for the transaction of Public Business on MONDAY, the 5th August.

JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED,
and
General Managers,
HONGKONG FIRE INSURANCE CO., LD.
For the UNION INSURANCE SOCIETY OF CANTON, LIMITED.

W. J. SAUNDERS,
Secretary.
For the NORTH CHINA INSURANCE CO., LIMITED.

W. H. PERCIVAL,
Agent.
For the CHINA TRADERS' INSURANCE CO., LIMITED.

W. H. RAY,
Secretary.
For the YANGTZE INSURANCE ASSOCIATION, LIMITED.

SHEWAN, TOMES & CO.,
Agents.
For the CHINA FIRE INSURANCE CO., LD.
GEO. L. TOMLIN,
Secretary.

Hongkong, 30th July, 1901. [1912]

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN THAT HUNTLEY & PALMER'S, LIMITED, have, on the 28th day of March, 1901, applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARKS:—

(1).—A Label Wrapper or Covering adapted for application to the cover and four sides of one of the boxes in which the proprietors' Biscuits are commonly sold, the portion of the wrapper which occupies the top of the box bearing a view of the proprietors' works, the portion at the front and rear the proprietors' name coupled with the words "Superior Reading Biscuits" and the end portions the words "HUNTLEY and PALMER'S READING BISCUITS" arranged in a circle;

(2).—A representation of a Garter and Buckle, the Garter bearing the words "HUNTLEY and PALMER'S READING BISCUITS";

In the name of HUNTLEY & PALMER'S, LIMITED, who claim to be the Proprietors thereof.

The TRADE MARKS Nos. 1 and 2 have been used by the applicants in respect of the following goods: Biscuits in Class 42. Resemblances of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 30th day of May, 1901.
DENNIS & BOWLEY,
Solicitors for the Applicants.

DANG CHEE, SON & CO.,
IMPORT and EXPORT MERCHANTS,
6, D'AGUIAR STREET.

BRANCH—N.S.W., AUSTRALIA.
Hongkong, 2nd July, 1901. [1648]

Lanoline
Natural Toilet Preparations.
Toilet "Lanoline" in collapsible tubes.
Makes rough skin smooth, and protects delicate complexion from wind and sun.
"Lanoline" Toilet Soap
Never irritates; cleanses and keeps the skin supple.
Wholesale Depot—57, HOLBORN VIADUCT, LONDON.

JAPAN COALS
THE MITSUI BUSSAN KAISHA (OR MITSUI & CO.)
HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE—34, LIME STREET, E.C.
HONGKONG OFFICE—6, ICE HOUSE STREET.
BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chifoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shin-osaka, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasabo, Miike, Hakodate, Taipeh, &c.
Telegraphic Address for all the Offices: "MITSUI"
A.B.C. and A.I. Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamano Coal Mines; and SOLE AGENTS for Fukuro, Hokoku, Ishi-mura, Kanada, Kishima, Mannoura, Onoura, Otsuji, Tohmyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara, and other Coal Mines. [1831]

ON SALE.
THE
CHRONICLE AND DIRECTORY
FOR
CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c.,
FOR
1901.
THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR TRAVELLERS, giving every detail in connection with the place, their History, Topography, &c., &c.
The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume.

MAY BLOSSOM **CIGARETTES** **ARE WORLD RENOWNED**
Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2053-3]

TRY NAVY CUT
ATC
A GENTLEMAN'S SMOKE
Supplied in three Grades, Mild Medium & Strong.
PACKED IN AIR-TIGHT VACUUM TINS
MANUFACTURED BY THE AMERICAN TOBACCO CO. U.S.A.

SWEEP
MILD & EXTRA FINE
Huntley & Palmer's
Reading Biscuits

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong k, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BREATH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On 3rd August, at Noon.
LONDON	DEVALON	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 6th August.
LONDON	PELEUS	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 20th August.
LONDON	STENTOR	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 3rd September.
LIVERPOOL DIRECT	PATROCLOS	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 10th August.
BREMEN, via PORTS OF CALL	STUTTGART	Ger. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 8th August, at Noon.
MARSEILLES, LONDON & ANTWERP, v. S. POLE, &c.	SADO MARU	Jap. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 10th August, at 8 p.m.
MARSEILLES & LONDON	ERIDAN	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On or about 10th August.
MARSEILLES, LONDON & ANTWERP, v. S. POLE, &c.	MALACCA	Jap. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 23rd August, at Daylight.
HAVRE, BREMEN & HAMBURG	KAWACHI MARU	Ger. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 27th August.
HAVRE & HAMBURG	ACILIA	Ger. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 10th September.
HAVRE & HAMBURG	ALEXANDRIA	Ger. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 21st September.
HAVRE & HAMBURG	SHIRAZ	Ger. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 5th October.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 3rd August.
NEW YORK via PORTS & SUEZ CANAL	ARABIA	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On or about 5th August.
NEW YORK via SUEZ CANAL	HUDSON	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	Quick despatch.
NEW YORK	ARABIA	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	Quick despatch.
NEW YORK	L. S. CHAPMAN	Amr. ship.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On or about 25th Oct.
NEW YORK	ARAGONIA	Amr. ship.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 7th August.
NEW YORK	MANUEL LLAGUNA	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 14th August, at Noon.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	To-day.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 5th August, at 4 p.m.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	YANGTZE	Jap. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 19th August, at 4 p.m.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TOKA MARU	Jap. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	Quick despatch.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KAMAKURA MARU	Jap. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 7th August, at 3 p.m.
VICTORIA (B.C.) & SEATTLE	KNIGHT COMPANION	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 3rd August, at Noon.
PORTLAND (OR.)	HONGKONG MARU	Jap. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 6th August, at Noon.
SAN FRANCISCO via SHANGHAI, &c.	CHINA	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On or about 15th Sept.
SAN FRANCISCO via SHANGHAI, &c.	STATHOYER	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 15th August, at Noon.
AUSTRALIAN PORTS	GLUTHIE	Jap. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 16th August, at Daylight.
KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 13th August, at Noon.
MOJIB, KOBE & YOKOHAMA	MIKE MARU	Jap. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On or about 2nd August.
SHANGHAI	MASILLA	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 7th August.
ANPING, via SWATOW & AMOY	MAIZURU MARU	Jap. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 14th August, at Daylight.
POOCHOW via SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 14th August, at Noon.
SWATOW	DAIJIN MARU	Jap. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	To-day, at 3 p.m.
MANILA	THALES	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	To-day, at 5 p.m.
MANILA	DIAMANTE	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 2nd August, at 4 p.m.
MANILA	YUENSANG	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 3rd August.
SINGAPORE, PENANG & CALCUTTA	SUNOKI MARU	Jap. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 6th August, p.m.
BOMBAY via SINGAPORE & PENANG	MELPOMENE	Amr. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	To-day, at Noon.
	CHENYEN	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 13th August, at Noon.
	BORMIDA	Ital. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	KOBE and YOKOHAMA	THURSDAY, 1st Aug., at DAYLIGHT.
TOKA MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 5th Aug., at 4 p.m.
SADO MARU	U.S.A. via SHANGHAI, MOJIB, KOBE and YOKOHAMA	FRIDAY, 9th Aug., at DAYLIGHT.
MIKE MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	TUESDAY, 18th Aug., at NOON.
SANUKI MARU	MOJIB, KOBE and YOKOHAMA	FRIDAY, 16th Aug., at DAYLIGHT.
KAMAKURA MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 19th Aug., at 4 p.m.
KAWACHI MARU	U.S.A. via SHANGHAI, MOJIB, KOBE and YOKOHAMA	FRIDAY, 23rd Aug., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

Hongkong, 29th July, 1901.

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
GLENGOLE	3,750	W. Frazer	July 31st
TACOMA	2,811	J. Alwen	August 8th
BRANMAR	3,601	W. Watt	August 27th
DUKE OF FIFE	3,821	J. S. Cox	September 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, 282.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, 248.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 1/2 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA and TACOMA, 235.
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and TACOMA to DYE and St. Michael.

Rates of Passage to other Ports on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 17th July, 1901.

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
STUTTGART	THURSDAY, 5th August
KONIG ALBERT	THURSDAY, 12th August
PRINZESS IRENE	THURSDAY, 19th August
PRINZ HEINRICH	THURSDAY, 26th August
PREUSSEN	WEDNESDAY, 2nd October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 9th October
SACHSEN	WEDNESDAY, 16th October
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 23rd October
BAYERN	WEDNESDAY, 30th October
STUTTGART	WEDNESDAY, 6th November
KONIG ALBERT	WEDNESDAY, 13th November
PRINZESS IRENE	WEDNESDAY, 20th November
PRINZ HEINRICH	WEDNESDAY, 27th November
PREUSSEN	WEDNESDAY, 4th December
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 11th December
SACHSEN	WEDNESDAY, 18th December

ON THURSDAY, the 8th day of August, the Steamer "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain P. Grosse, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA. Shipping Orders will be given at 11 p.m. on WEDNESDAY, the 7th August, and will be received on Board until 5 p.m. on WEDNESDAY, the 7th August. Contents of Packages will be given at 11 p.m. on WEDNESDAY, the 7th August. Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 27th July, 1901.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

REMARKS.

SHANGHAI { MASILLA } About 2nd August { Freight or Passage.

LONDON, &c. { BENGAL } Noon, 2nd August { See Special Advertisement.

MARSEILLES and MALACCA { A. L. Valentini } August { Freight or Passage.

LOAN { E. G. Andrews } August { Freight or Passage.

For Further Particulars, apply to H. A. BIDDLE, Superintendent.

Hongkong, 27th July, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA	HAVRE, BREMEN & HAMBURG	On 9th Aug. Freight.
ALEXANDRIA	(Calling at Singapore and Colombo)	On 27th Aug. Freight.
SILBIA	HAVRE & HAMBURG	On 10th Sept. Freight and Passage.
SILBIA	(Calling at Singapore and Colombo)	On 21st Sept. Freight.
ANDALUSIA	HAVRE & HAMBURG	On 5th Oct. Freight.
ARABIA	HAVRE & HAMBURG	On 13th Aug. Freight.
ARAGONIA	NEW YORK via SUEZ CANAL	Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 27th July, 1901.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, YAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

"EMPEROR OF CHINA", Comdr. E. Archibald, R.N.R. WEDNESDAY, 7th Aug., 1901.

"EMPEROR OF INDIA", Comdr. E. Beetham, R.N.R. WEDNESDAY, 14th Aug., 1901.

"EMPEROR OF JAPAN", Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug., 1901.

"ATHENIAN", 3,382 Tons Comdr. H. Mowatt, R.N.R. WEDNESDAY, 4th Sept., 1901.

"EMPEROR OF JAPAN", Comdr. H. P. Bus, R.N.R. WEDNESDAY, 26th Sept., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steamer.

The "ATHENIAN" takes First Class and Steamer Passengers only. The run is usually made between YOKOHAMA and VAN COUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 25th July, 1901.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA"

Captain Cox, will be despatched as above TO-DAY, the 31st inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 25th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG"

Captain Rolfe, will be despatched as above on FRIDAY, the 2nd August, at 4 p.m.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 29th July, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, Ceylon, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL"

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 3rd August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. BIDDLE, Superintendent.

Hongkong, 22nd July, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON" About 3rd Aug.

"HEATHBURN" About 15th Aug.

"JUPITER"
"MOUL"
"KURDISTAN"
"SATSUMA"
"LENNON"

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 24th July, 1901.

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 4th August, at Noon.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 29th July, 1901.

FOR NEW YORK.

THE 3/4 A II American Ship

"MANUEL LLAGUNA"

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 11th July, 1901.

SHIPPING.

ARRIVALS.

July 29, SALAHADJI, Dutch str., 1,235, Harst, Palo Sambo 22nd July, Bulk Oil.—MEYER & Co.

July 29, PETRACH, German str., 1,352, H. Ucker, Manila 25th July.—STUBBS, WIEBER & Co.

July 30, HILPANG, British str., 1,500, Crockett, Moji 24th July, Coals.—JARDINE, MATHESON & Co.

July 30, EMPRESS OF CHINA, British str., 3,002, E. Archibald, R.N.R., Vancouver 24th July and Shanghai 27th, Mails and General.—C. P. R. Co.

July 30, TAMBA MARU, Japanese str., 3,800, John W. Wale, Singapore 25th July, General.—NIPPON YUSEN KAISHA.

July 30, YUENSANG, British str., 1,128, P. H. Rolfe, Manila 27th July, General.—JARDINE, MATHESON & Co.

July 30, BENYEN, British str., 1,467, A. Webster, London 15th June and Singapore 24th July, General.—GIBB, LIVINGSTON & Co.

July 30, WINGANG, British str., 1,517, Sellar, Shanghai 25th July, General.—JARDINE, MATHESON & Co.

July 30, HAILONG, British steamer, 876, N. Bothurst, Hoihow 29th July, Rice, Sugar and General.—JARDINE, MATHESON & Co.

July 30, MOGUL, British str., 2,354, D. S. Bailey, Singapore 24th July, General.—DODWELL &

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TANTALUS"	On 1st August.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 7th August.
GLASGOW and LIVERPOOL	"OBESTES"	On 13th August.
GLASGOW and LIVERPOOL	"AJAX"	On 20th August.
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL	"PYRERUS"	On 4th September.
HOMEWARDS.		
TO	STEAMERS	TO SAIL
LONDON	"DEUCALION"	On 6th August.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL Direct	"PATROCLUS"	On 10th August.

(Taking Cargo at London Rates) "PATROCLUS" will leave Hongkong on 1st August.

For Freight apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 17th July, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKIANG"	On 3rd August.

The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th July, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.		
STEAMERS	DATE	TIME
HONGKONG MARU (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Aug. 3, 1901.	at NOON.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Aug. 24, 1901.	at DAYLIGHT.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Sept. 17, 1901.	at NOON.

The Twin-Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, & HONOLULU on SATURDAY, the 3rd August, 1901, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 5th July, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

L. SCHEPP, American ship, C. S. Kendall—Carlowitz & Co.

SEA WITCH, American ship, Howe—Master

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DATE	TIME
"CHINA"	TUESDAY, 6th Aug.	at NOON.
"DORIC"	THURSDAY, 15th Aug.	at NOON.
"PERU"	SATURDAY, 31st Aug.	at NOON.
"COPTIC"	TUESDAY, 10th Sept.	at NOON.
"CITY OF PEKING"	TUESDAY, 24th Sept.	at NOON.
"GAELIC"	WEDNESDAY, 2nd Oct.	at NOON.

THE P. M. S. S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada, or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 24th July, 1901.

SHEWAN TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ARARA"
Captain Williamson, will be despatched for the above port on or about 5th August, and will be followed by the Steamship
"ATAKA"

on or about 15th September.
For Freight, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 22nd July, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR ANPING (via SWATOW AND AMOY).

THE Company's Steamship
"MAIDZURU MARU"
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 7th August.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 25th July, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON SATURDAY, the 10th August, 1901, at 6 P.M., the Company's Steamship
"ERLAN"
Captain Bistorelli, with Mails, Passengers, Specie and Cargo, will leave this port for SAIGON.

This steamer will tranship her Passengers and Cargo at Saigon to the s.s. *Sisal* for MARSEILLES, via BOMBAY.

The above steamer connects at COLOMBO with the s.s. *Ville de la Citadelle*, which vessel takes on her Passengers and Mails, leaving that port on the 24th August direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 3 P.M. Specie and Parcels until 3 P.M. on the 10th August. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN,
Acting Agent.

Hongkong, 31st July, 1901.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"GUTHRIE"
Captain McArthur, will be despatched for the above ports on THURSDAY, the 15th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 29th July, 1901.

TO IMPORTERS FROM THE UNITED
STATES.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED,
having Established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply at
THE CHINA MUTUAL STEAM NAVI-
GATION CO.'S OFFICES, NEW YORK;
To the Agents of the Company at Japan, China, Philippines and Straits:

FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to
GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 25th July, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the IMPROVED CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LD.,
Agents.

Hongkong, 25th July, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"STENTOR"
are hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 1st August will be subject to rent. All damaged Goods must be left in the Godowns where they will be examined at 11 A.M. on the 2nd August.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th July, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

The Vessel brings on Cargo:—
From London, &c., ex s.s. *Persia*.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 4th prox., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 29th July, 1901.

STEAMSHIP "OCEANIAN"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Cambridge*, from Bordeaux, ex s.s. *Ville de Constant*, and *Ville de Lorient*, from Havre, ex s.s. *Cambridge*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY (MONDAY), the 26th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 5th August, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th August, or they will not be recognised. All damaged packages will be examined on MONDAY, the 6th August, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Acting Agent.

Hongkong, 29th July, 1901.

FOR SALE.

THE GERMAN STEAMER

"MUENCHEN"
4,536 Tons Gross, 2,855 Tons Nett,
as the new line in the Cosmopolitan Dock at Kowloon, Hongkong, in damaged condition, with all her GEAR, TACKLE, ENGINES, BOILERS, MACHINERY and APPURTENANCES now on Board.

For Particulars and Inspecting Order, Apply to—

MELCHERS & CO.,
Agents.

Hongkong, 29th June, 1901.

NORDEUTSCHER LLOYD.

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 17th May, 1895.

CARTRIDGES.

NOBEL'S SPORTING BALLISTIFE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD. PRICE OF 12-BORE CARTRIDGES:—

Loaded with Powder \$7.40
Powder only \$4.40
Dynamite Cases \$3.40
5 per cent. discount on orders of \$1,000 and over.

Apply to
WM. SCHMIDT & CO.,
Gunmakers, Hongkong.

Hongkong, 27th July, 1897.

NOTICE.

THE OFFICES of the Undersigned will be REMOVED to NEW VICTORIA HOTEL BUILDINGS, Corner Queen's Road and Ice House Street, on the 1st AUGUST.

GODDARD & DOUGLAS,
Hongkong, 15th July, 1901.

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor; 30, D'Agular Street. Local and Coast Port Buildings, Timber, Brick and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; Ice House Street.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc.; Development Works, Amateurs' Requisites.

M. MUMEY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8a, Queen's Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vaux Road.

MORE & REIMUND,
43 and 45, Des Vaux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Commission ("Greyhound Brand") and Blundell, Spence & Co.'s Commission.

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Civil, 16, Queen's Road, Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos,"
Imports of the Best Manila Cigars; 25, Pottinger Street.

WATCHMAKERS

DROZ & CO.,
10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

